

S E C R E T

[REDACTED]

IDEA-0039-70

Copy 1 of 6

25X1

28 January 1970

MEMORANDUM FOR THE RECORD

SUBJECT: Trip Report to [REDACTED] and Burbank, California  
12 - 19 January 1970

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1. During the period 12 January through 19 January 1970 the undersigned visited [REDACTED] and LAC Burbank, California. The purpose of the visit was to make a parachute jump with the RQ-225 parachute and the S-1010 full-pressure suit, performing the mid-air modification (six-line release) and to discuss the survival training program and survival equipment with [REDACTED] survival technician.

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2. One day was spent at Burbank working with LAC parachute rigger modifying one of the RQ-225 parachutes to incorporate the mid-air modification.

3. Arctic and Mountain Survival training for all Project pilot at [REDACTED] is tentatively scheduled for last part of February and the first of March 1970 at [REDACTED] training area.

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4. Parachute jump was scheduled on 15, 16, and 17 January 1970 but it was cancelled due to aircraft maintenance and bad weather. Jump was rescheduled for 0800 19 January 1970.

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GROUP 1  
Excluded from automatic  
downgrading and  
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5. Parachute jump was made on 19 January 1970 from a UH-1F Helicopter, altitude 5,500 feet above terrain, and speed 60 knots. Equipment worn included S-1010 full-pressure suit, RQ-225 parachute, and reserve parachute attached to chest-type harness worn over the pressure suit. Normal exit was made from the aircraft and the parachute activated by pulling the manual ripcord handle ten (10) seconds after exit from the aircraft. Opening force was above normal resulting in minor bruises to both shoulders. Canopy check was made by placing hands on rear risers and pulling forward, forcing the head up and to the rear. Mid-air modification was performed without any difficulty. Turning of the canopy was accomplished after the modification was completed. When the arms were raised above the head to maneuver the chute, there was some degree of restriction in this movement due to the pressure on top of the shoulders.

6. This may have been caused by one of three (3) things or a combination of all three: the pressure-suit neck ring; the suit harness; or the harness for the reserve chute. No oscillation occurred during descent. In preparation for landing it was found to be very difficult to get legs and feet together without using force. When the legs are forced together in this manner, it is hard to relax and could cause injury on landing.

7. Landing was completed with legs and feet apart in a relaxed position. Probable cause of difficulty in getting legs together for landing is that the suit harness is positioned too far down on the legs.

8. Further test jumps are planned with the S-1010 pressure suit and the RQ-225 parachute to correct the problems encountered above, also consult with David Clark Company (suit manufacturers) at Worcester, Massachusetts, concerning the problem with the suit harness.

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CONCURRENCE AND/OR COMMENTS

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*28 Jan 70*  
Date

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Distribution

- 1 - AMS/OSA
- 2 - " chrono
- 3 - Exec-Compt/OSA
- 4 - TB thru D/SA
- 5 - D/O/OSA
- 6 - RB/OSA

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